

ESTIMATION

CITY HALL.
THE EVENT OF THE SEASON
GRAND OPENING PERFORMANCE
OF THE
LOUDEST
In their unique
VAUDEVILLE DRAWING ROOM
ENTERTAINMENT.
NIGHT (WEDNESDAY) SEPT. 18TH.
Mrs. MARIE BURTON.
CHARMING AU-TRAILIAN SOUQUETTE AND
CONTRAIZO VOCALIST.

whose instrumental Selections and Solos
 been the theme of the universal admiration
 introducing Solos on the Cornet, Violin,
 Sphoene, Silver Bells and Tambourine, &c.

The Artists Comique of the day
EDWARD GLOVER,
 introduce his celebrated facial Specialty

Songs, Solos, Selections, Duets, Burlesks
and Sketches.
PRICES OF ADMISSION:—\$2.00 and \$1.00.
Soldiers and Sailors in uniform Half Price.
Deserved Seats and Plan to be seen at Messrs
HILL & WATSON'S, where tickets can be ob-
tained.
Doors open at 8.30. Performances at 9 sharp.
Hongkong, 12th September, 1891. [1774]

FOR AMOY AND TAIWANFOO.
THE Steamship
— "ALBAT." —


For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co.
Hongkong, 12th September, 1882. [1719]

FOR SAIGON.
[THE] German Steamer
"ATLANTA,"
Captain E. G. Pfaff, will be despatched for the
Canton Port, on **SUNDAY-NEXT**, the 17th
instant.
For Freight or Passage, apply to
KUNG ONN,

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

British India, will be despatched on or about the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th September, 1882. 1818



GOVERNMENT NOTIFICATION

CANDIDATES for the Post of CHIEF CLERK and SIKRANT of the Supreme Court are requested to send in their applications on or before the 1st instant, instead of the 15th instant as notified in the Government Gazette.

By Order,
FREDERICK STEWART,
Acting Colonial Secretary.

FOR SALE.
ON Board of the British Steamer "CAIRNS-
MUIR" for account of whom it may
concern.
6 VENTILATORS.
2 STEAM BOILERS for Cooking with
House and Flps.
Four Hoppers

2 WATER CLOSETS.
4 BOOBY HATCHES.
2 DECK HOUSES.
16 CASKS LEECH AND FORK.
27 WATER CASKS.
7 DECK LADDERS.
24 BUNKERS.
A quantity of Wood comprising lower deck and butt's and fittings of two decks, 5 small boats, 1000 lbs of provisions.
Apply on Board.
Hongkong 13th September, 1852. [171]

Gettles by all Chemists. (1718)

**HONGKONG, GANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.**

NOTICE.

ON and after **TUESDAY**, the 12th instant
and until further notice, the hour of de-
parture of the *White Cloud* from Macao will be
7.30 a.m.

By order,
P. A. da COSTA,
Secretary.

Hongkong, 9th September, 1882. (1707)

"TELEPHONES."

THE Undersigned begs to announce that under an agreement made this day he has as

ORIENTAL TELEPHONE COMPANY, LIMITED
(represented in Hongkong by the Great North
Telegraph Co) and has engaged to import
more telephones into the Colony nor engage
in any such work as may be opposed to the
existing interests of the Company first named.
R. G. ALFORD,
Surveyor, &c., &c.
Queen's Road,

NOTICE
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

BY Order of the Board of Directors the **SHAREHOLDERS** in the above Company are hereby notified that under Section 2 of the Articles of Association, a further Call of thirty Shillings per Share has been made and will be due on the first October next.

Shareholders are therefore requested to make the said payment, at \$4.34, per Dollar Exchange \$7.96 per Share to credit of the Company's account with the Hongkong and Shanghai Banking Corporation on or before the above named date.

Calls not paid by the 2nd October, 1907, will be subject to a charge at the rate of 10 per cent, per annum from the date due until that of payment.

JARDINE, MATHESON & Co.,

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

THE BOOKS for REGISTRATION OF TRANS-
FER OF SHARES in the above Company
will be CLOSED here from the 21st instant until
2nd proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers
Hongkong, 6th September, 1893. [106]

NOW ON SALE.

THE CHRONICLE & DIRECTORY

FOR CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.

For 1893.

With which is incorporated

THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLAH-WATOK, MANILA, and PENANG, have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the AMENDMENT TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880, &c.

The ALPHABETICAL LIST OF FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS.
By Appointment to His Excellency the GOVERNOR and his ROYAL HIGHNESS the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS, PATENT MEDICINE VENDORS, DRUGGISTS' SUPPLIERS, AND AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders, it is particularly requested that all business communications be addressed to the FIRM A. S. WATSON AND CO., HONGKONG DISPENSARY, 128.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their names and address with communications addressed to the Editor, so that publication, but not evidence, of good will.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until discontinued.

DEATH.

On the 31st of August, in the Korean Archipelago, after short illness, Mr. EDWARD H. BROWNE, Chief Officer Chinese revenue cutter Yang Wei, 1193.

The Daily Press

HONGKONG, SEPTEMBER 13th, 1893.

The terms of the settlement arrived at between Japan and Korea mentioned by our correspondent are almost identical with those suggested by the Chinese correspondent of the Shanghai *Shen-pao*, with the exception that the latter does not name the amount of indemnity to be paid to Japan. From this enumeration of the terms of peace it is apparent that the Japanese Government have been ruled by moderation, and that they did not allow themselves to be swayed by the bellicose spirits who are eager for war anywhere so that they may have some scope for excitement, some field for the employment of their martial energies. It is noteworthy that the credit of the Japanese Government that they should have acted so calmly and yet so resolutely in the midst of much excitement and despite something like an outcry for war. It can hardly be denied that a war on Korea would have been popular with the military and naval class in Japan, and had the Government allowed themselves to be led away by the first outbreak of feeling which followed the reception of the news of the murder of the Japanese in Seoul, they could hardly have been so severely blamed. Happily the threatened storm has passed by, and the political ferment in the Far East is once more comparatively clear. How far the Chinese Government may have committed themselves by their unexpected action in the peninsula in time will show. But the Peking Government are peculiar; and they will probably urge that the action taken in connection with the Korean imbroglio is not a precedent to govern their conduct towards tributaries who may in the future conduct for themselves an unpleasant situation. On this occasion, too, it cannot be said that China has intervened to save Korea from the consequences of her misdeeds. She exerted her influence to avert hostilities, it is true, but she advised Korea to submit to the condition of settlement which Mr. HANAUER presented, and the justice of which the Chinese Envoy acknowledged. The result, it may be hoped, will be that the Koreans will profit by the experience thus purchased, and learn to treat the subjects of other states with the regard that they would claim for themselves. Unless security to life and property can be guaranteed, the privilege of residence in Korea is worthless to foreigners. Korea has so far learned very little. Scarcely less arrogant than before the opening of her ports to Japanese trade, she looks with disdain upon foreigners and abhors to treat them as inferior beings. She is too proud to be inclined to tolerate Korean arrogance that they will evince no eagerness to avail themselves of the treaty stipulations. Indeed, the Washington Government so far from endorsing the terms of the Treaty negotiated by Commodore SHARPLEY have refused to ratify it. Whether the eagerness manifested by the gallant Commodore and his Chinese friends to conclude that agreement, and the facility with which he accepted conditions entirely opposed to those of former treaties with China and Japan, had any effect in aggravating Korean pride and conceit will perhaps never be known, but it is possible that they proved incentive to her vanity, and rendered her reckless in her treatment of Japan.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF ADMIRALTY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office yesterday, before Captain H. G. Thompson, R.N., Captain R. H. Joy, and Captain R. H. Joy. Mr. Thompson presided, and Mr. Joy acted as counsel for the vessel.

The *Hongkong* was a steamship of 1,100 tons, registered at Hongkong, and was owned by the Messrs. Messers. The vessel was on her way from Hongkong to Shanghai, and was last seen on the 28th August.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

The vessel was last seen on the 28th August, and was reported to have been wrecked on the 29th.

